

# THE ILLUSTRATED LONDON NEWS

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THE GREAT RAILWAY STRIKE: MIDNIGHT, FRIDAY, 26TH SEPTEMBER—LEAVING THE ENGINE.

At midnight on Friday, September 26, the great railway strike began, suddenly, practically without warning to the community. On the stroke of twelve, engine-drivers, firemen, and guards abandoned their trains in compliance with the instructions from their Unions, regardless of consequences.

PHOTOGRAPH BY FARRINGDON.



By G. K. CHESTERTON.

AS I alluded last week to some reported views or remarks of the gentleman nicknamed Pussyfoot, I think it only fair to say that I have since seen in the papers another interview with him, in which his explanations were very different and much more democratic. I do not know, of course, which he really said, or whether he said either or both. But since the latter raised in a more rational way the very real problem of democracy and liberty, there is another and more general point that may well be made rather more clear. Democratic liberty consists in trusting the common people to do the common things. Nor does this merely concern democratic liberty; but concerns also democratic order. An illustration of what I mean may very well be found in the text of certain utterances recently reported from Russia, or the Semitic Socialists who speak for Russia. I may begin, for instance, with the curious and suggestive report that some of these intellectuals favour even the destruction of some of the masterpieces of the intellect. So, in his later years, it was Tolstoy's doctrine that nobody should read Tolstoy's novels.

I am myself in a certain sense detached touching the Bolshevik controversy, with all the serene detachment of detestation. For I detest both the capitalism it denounces and the communism it decrees. There may be crimes on both sides, and still more probably lies on both sides; and I

quoted from a Bolshevik poet by an anti-Bolshevist pamphlet—

In the name of our morrow we'll burn Raphael,  
The museums destroy, crush the flowers of Art,  
For the maidens in glittering kingdoms of the future  
In their beauty will Venus of Milo surpass.

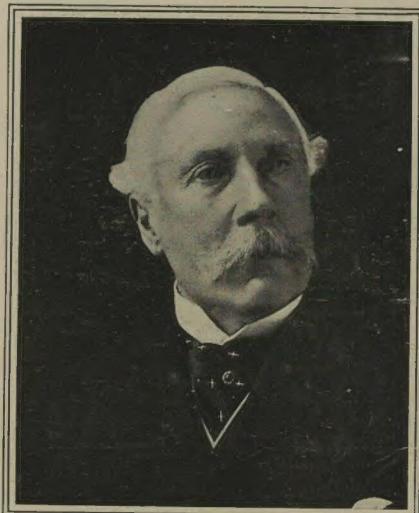
With all allowance for translation, this particular flower of Art is one which, if not crushed, might possibly be criticised. Nobody can object to the maidens of the future improving on the Venus of Milo, especially in the matter of arms. But we should like to know a little more about the glittering kingdoms of the future, before we send the rest of the goddess to follow wherever her arms have gone. All this is vulgar vandalism; but the only real interest, of course, is not in how new, but how old, this vandalism is. The gentleman who announces that he is going to burn Raphael (which might be mistaken at the first glance for a sort of private Pogrom) really only serves to remind us of those dusty theologians of the seventeenth century who very nearly did burn Raphael. The great cartoons of Raphael were threatened by the Puritans, and only saved by a certain Pagan common-sense which was curiously mingled with the Puritan prejudices of Cromwell. Nor is it apparent to the average mind to-day that the kingdoms of the future will be any more glittering, merely because we forbid the glories of Greece and Italy to glitter there. In short, the Bolshevik poet is welcome to have a shot at destroying museums.

But he will find the museums full of the broken bits of men who wanted to destroy museums. The past is full of the fanaticism which he seems to regard as the unique and perhaps the only pleasure of the future. He may burn Raphael in the name of his morrow; but his morrow is everybody else's yesterday; and all those yesterdays have lighted fools the way to dusty death.

But idiotic as such iconoclasm is, whether it calls itself Puritan or Proletarian, it seems to me more reasonable than another principle and practice, which the same sort of people apply to a somewhat different sort of thing. The Venus of Milo and the cartoons of Raphael are very extraordinary things; extraordinarily suggestive to most of us, extraordinarily provocative to the poet whose clear carol I have quoted above. Now it is conceivable that men should propose to do without extraordinary things; it is much stranger to talk of doing without ordinary things. It is much stranger to find them abolishing, not only works of art, but works of necessity. It is more rational to say that men can do without the Venus of Milo than that men can do without arms, after the manner of the Venus of Milo. It would be better even to put

Raphael's cartoons in the fire than to pretend that we can do without the fire. Now these dehumanised intellectuals do really want to do without the fire;

in the practical sense of the fireside. They do want to amputate the arms of the woman; the arms that through all ages have held up the child. In other words, these moderns have some muddled idea that they can altogether get rid of the minimum of labour and responsibility required in daily life, and especially in family life. They talk perpetually about freeing woman entirely from



THE DEATH OF A FAMOUS AMBASSADOR TO FRANCE:  
LORD BERTIE.

Lord Bertie, British Ambassador to France from 1905 to last year, died suddenly on Saturday, September 27. Born in 1844, second son of the sixth Earl of Abingdon, he entered the Foreign Office, by competitive examination, as a lad of nineteen, straight from Eton. He was at the Foreign Office for many years, and earned great distinction as our Ambassador in Rome and Paris.

Photograph by Manuel.

the duties of the home; as Lenin did only the other day, with some qualifications about the painful difficulty of convincing the democracy of his doctrine. Such talk is now very common; and it is always very confused. There is a certain amount of work to be done; and no democracy can avoid it. What democracy deals with is the status or dignity of those who do it. It can be done by slaves, or by servants, or by free men and women. The housewife is the free woman, doing it in her own house, because it is her own house. The alternative is some system of servants, either of a plutocracy or a bureaucracy, doing the same dull work without the same dignified motive. The woman will cease to be a woman in her own house, in order to be a char-woman in somebody else's house. The issue is not that we shall all be equal citizens, but that we shall all be each other's servants.

It may be repeated that the problem of liberty, as practically presented to the moderns, is simply the problem of whether ordinary people can be trusted to do ordinary things. They are trusted—or rather, they are supposed to be trusted—to do extraordinary things. They are consulted about the condition of the Ruthenians, or the technical details about Dreadnoughts. They are expected to think in continents, or to live in the League of Nations. The one thing the moderns will not trust a man to do is to conduct his own life. Still less will they trust a woman to conduct her own life; and, least of all, to conduct her own house.



THE DEATH OF A GREAT SOPRANO: THE LATE MADAME PATTI.  
Adelina Patti, adored by music-lovers of several generations as one of the greatest sopranos of the Italian school, died at Craig-y-Noe Castle on September 27 at the age of seventy-six.

Photograph by Elliott and Fry.

cannot judge either. But among the more horrible crimes attributed to the Bolsheviks is that of having produced the following four lines of poetry,

## THE GREAT RAILWAY STRIKE: INCIDENTS RECORDED BY THE CAMERA.

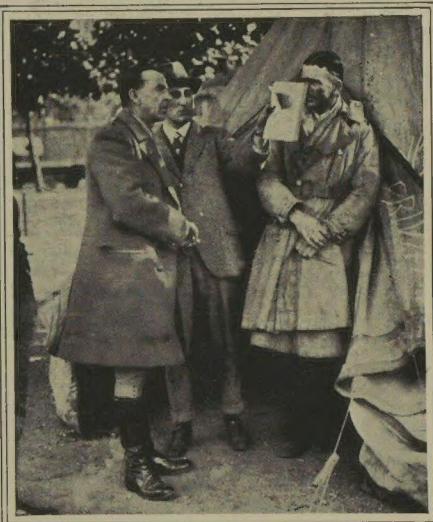
PHOTOGRAPHS BY CENTRAL NEWS, ILLUS. BUREAU, ELLIOTT AND FRY, TOPICAL, AND SPORT AND GENERAL.



TAKING ABOARD THE MAILS FOR PARIS: LOADING UP AN "AIRCO" AT HOUNSLOW.



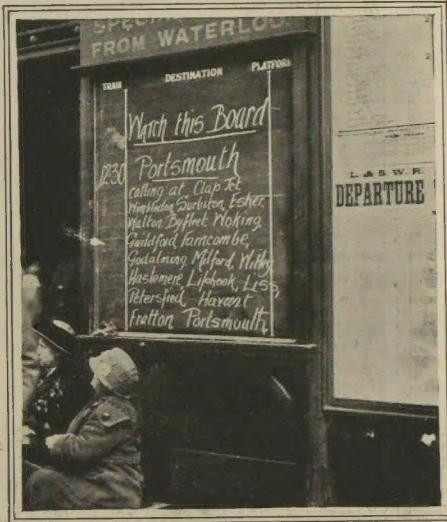
TAKING ABOARD THE MAILS FOR BRUSSELS: LOADING UP A HANDLEY-PAGE MACHINE.



COMMANDING HYDE PARK: MAJOR FLETCHER; WITH HIS SECOND IN COMMAND, CAPT. LUCHARD.



APPOINTED OFFICIAL FOOD-DISTRIBUTOR FOR LONDON: MISS ELEANOR HOPWOOD.



ANNOUNCING WELCOME NEWS TO TRAVELLERS: EMERGENCY TRAIN NOTICES CHALKED ON A BOARD.



TAKING SUBURBANITES TO THE CITY BY WATER: A LONDON-RICHMOND STEAMER SERVICE.



PICKETING THE G.N.R. STATION AT KING'S CROSS: A STRIKERS' PATROL.

Our photographs illustrate some of the incidents created by the great railway strike. The Government were able to inaugurate aeroplane mail services practically from the start of the strike, and by the fourth day the G.P.O. was running a similar service between London and Bristol, Birmingham, Newcastle, Manchester, Glasgow, and other places. Major Fletcher, of the Australian Forces, was placed in charge of the Food Centre in

Hyde Park. Miss Hopwood, who was appointed Food Distributor for London, is an Assistant Food Commissioner under the Ministry of Food. The announcements of emergency trains running with volunteer crews on the London and South-Western Railway were chalked on a board at the stations. A Thames steamboat service was established between London and Richmond.

## THE GREAT RAILWAY STRIKE: DUMB SUFFERERS, LEFT BY THE STRIKERS, RELIEVED BY OUTSIDE HELP.

DRAWN BY OUR SPECIAL

ARTIST, STEVEN SPURRIER.



FED AND WATERED BY VOLUNTARY WORKERS. IN THE ABSENCE OF

When the railway men went on strike, the horses employed at the goods-yards of the various railway stations were left unattended. Volunteer workers came to the rescue, to feed and water the animals. At Birmingham, for instance, where there are some six hundred of these horses, belonging to the London and North-Western Railway, an appeal for volunteers was made



THEIR REGULAR ATTENDANTS: RAILWAY HORSES IN THEIR STABLE.

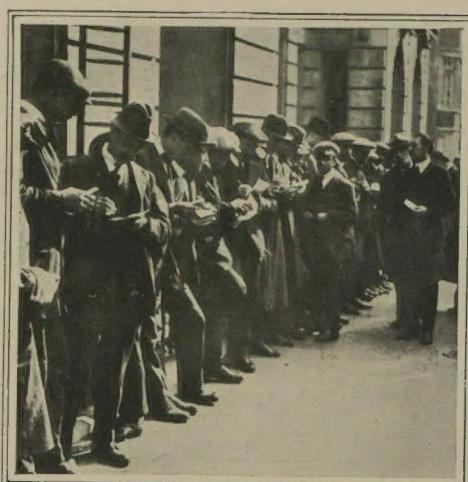
from the pulpit, and, after the service, the minister and about thirty men of the congregation, some in frock coats and silk hats, went to the principal station and attended to the horses there. In London and other big towns volunteers look after the horses, aided by inspectors of the R.S.P.C.A.—[Drawing Copyrighted in the United States and Canada.]

## THE GREAT RAILWAY STRIKE: THE RUSH OF VOLUNTEERS.

PHOTOGRAPHS BY C.N., L.N.A., C.P., AND P.S.C.



AT THE DEPUTY DIVISIONAL FOOD COMMISSIONER'S OFFICE, PORTMAN SQUARE : VOLUNTEERS WAITING TO ENROL.



FILLING UP FORMS AT THE HEAD EMERGENCY TRANSPORT OFFICE, 35, PARK STREET : VOLUNTEER DRIVERS.



READY TO DO THEIR BIT AGAIN : EX-SERVICE WOMEN DRIVERS SIGNING ON AT PORTMAN SQUARE.



OFFICERS AS VOLUNTEER ENGINE-DRIVERS : MAJORS BURNS AND FAY ON THE ENGINE OF A VOLUNTEER EXPRESS.



BRINGING THE MAILED FROM PETWORTH (SUSSEX) TO THE G.P.O. : MISS PURSER, AN EX-SERVICE DRIVER.

As soon as the seriousness of the great railway strike was realised by the general public, there was a rush of volunteers to help. Crowds of ex-officers, ex-soldiers, and ex-service women-drivers, amongst others, besieged the offices from which appeals for assistance had been issued. Volunteer crews manned many express trains on the railways. In



WITH MANY EX-OFFICERS AMONGST THEM : VOLUNTEER MOTOR-DRIVERS AT A BRANCH FOOD OFFICE.

one of the photographs reproduced above, Major Burns and Major Fay are seen standing on the footplate of the engine of a volunteer express train which they ran from Marylebone to Manchester. Women as well as men have come forward in thousands to undertake service of some sort or another for the State.

## THE GREAT RAILWAY STRIKE: THE N.U.R. LEADER.

PHOTOGRAPHS BY FARRINGDON PRESS, CENTRAL NEWS, AND PHOTO PRESS.



SEEMING QUITE PLEASED WITH HIMSELF: MR. THOMAS LEAVING THE MINISTRY OF TRANSPORT AFTER AN ADJOURNMENT.

ADOPTING A MORE THOUGHTFUL POSE: MR. THOMAS LEAVING THE MINISTRY AT THE CONCLUSION OF THE CONFERENCE.



DEFENDING THE STRIKE: MR. THOMAS SPEAKING AT THE ALBERT HALL MEETING—(FROM LEFT TO RIGHT) MR. HARRY GOSLING, OF THE TRIPLE ALLIANCE; MR. BROMLEY, ENGINE-DRIVERS; MR. J. H. THOMAS.

The great railway strike, which was sprung on the community without notice, by the Right Hon. J. H. Thomas, P.C., M.P., as General Secretary of the National Union of Railwaysmen, was promptly denounced by the Prime Minister as one which could only bring deplorable consequences to those concerned in it, and to the nation at large. He said: "I can recall no strike entered into so lightly, with so little justification, and with such entire disregard of the public interest." Mr. Thomas is a Welshman, born fifty years

ago, who, starting as a chemist's errand boy at the age of nine, became an engine-cleaner and worked his way up to driver on the Great Western. He entered Parliament as Labour Member for Derby in 1910, and was created a Privy Councillor in 1917. He was President of the Amalgamated Society of Railway Servants in 1910; and, as General Secretary of the National Union of Railwaymen, of which Mr. Cramp is President, he is nominally the strike leader.

## THE GREAT RAILWAY STRIKE: MEN WHO MATTER ON BOTH SIDES OF THE CONFLICT.

PHOTOGRAPHS BY RUSSELL, NEWSPAPER ILLUSTRATIONS, BARRATT'S, SPOT AND  
GENERAL, ELLIOTT AND FRY, LONDON NEWS AGENCY, AND CENTRAL NEWS.



MR. G. H. ROBERTS, THE FOOD CONTROLLER, WHO DECLARED A "STATE OF EMERGENCY" AND ISSUED FRESH ORDERS ON RATIONING AND BOARDING.



MAJOR-GEN. SIR PHILIP NASH: APPOINTED DIRECTOR OF MOVEMENTS AND TRANSPORTS; AND RESPONSIBLE FOR THE DELIVERY BY ROAD OF THE NATION'S FOOD.



MR. C. T. CHAMP: PRESIDENT OF THE NATIONAL UNION OF RAILWAYMEN, AND A PASSIONATE ENTHUSIAST BY THE MIDLAND RAILWAY



MR. JOHN BROWN: SECRETARY OF THE ASSOCIATED SOCIETY OF THE LOCOMOTIVE ENGINEERS, FIREMEN, AND A "FIRE-BRAND" AMONGST UNION LEADERS.



MR. H. G. GREENWOOD, THE LONDON FOOD COMMISSIONER, WHO HAS ISSUED A MEMORANDUM ON FOOD SUPPLIES TO OFFICES OF COMMITTEES IN THE METROPOLIS



LIEUT.-COL. SIR R. HORNE, THE MINISTER OF LABOUR, WHO ISSUED AN OFFICIAL STATEMENT ON THE ATTITUDE OF THE GOVERNMENT BEFORE THE STRIKE.



SIR ERIC GEDDES: THE TRANSPORT MINISTER, A RAILWAY EXPERT, WITH GREAT EXPERIENCE IN AMERICA AND INDIA BEFORE THE WAR, WHO HAS SINCE HELD HIGH RANK BOTH IN THE ARMY AND NAVY. HE JOINED THE NORTH-EASTERN RAILWAY IN 1904 AND BECAME DEPUTY GENERAL MANAGER IN 1911.



SIR AUCKLAND GEDDES: PRESIDENT OF THE BOARD OF TRADE, A LAWYER AND AN ATTORNEY-AT-LAW, WHO IS A PROFESSOR, AND WAS NATIONAL SERVICE MINISTER BLAMED BY THE RAILWAYMEN FOR HIS USE IN THE NEGOTIATIONS BEFORE THE STRIKE OF THE WORD "DEFINITIVE," WHICH THEY INTERPRETED AS MEANING "FINAL."



FIELD-MARSHAL EARL HAIG, WHO ATTENDED A CONFERENCE OF MINISTERS AT THE OFFICES OF THE WAR CABINET, IN CONNECTION WITH THE STRIKE.



ADMIRAL SIR ROSSLYN WENTWORTH, WHO ATTENDED A CONFERENCE OF MINISTERS AT THE OFFICES OF THE WAR CABINET, IN CONNECTION WITH THE STRIKE



MEN ON STRIKE PHOTOGRAPHED OUTSIDE THE MINISTRY OF TRANSPORT.

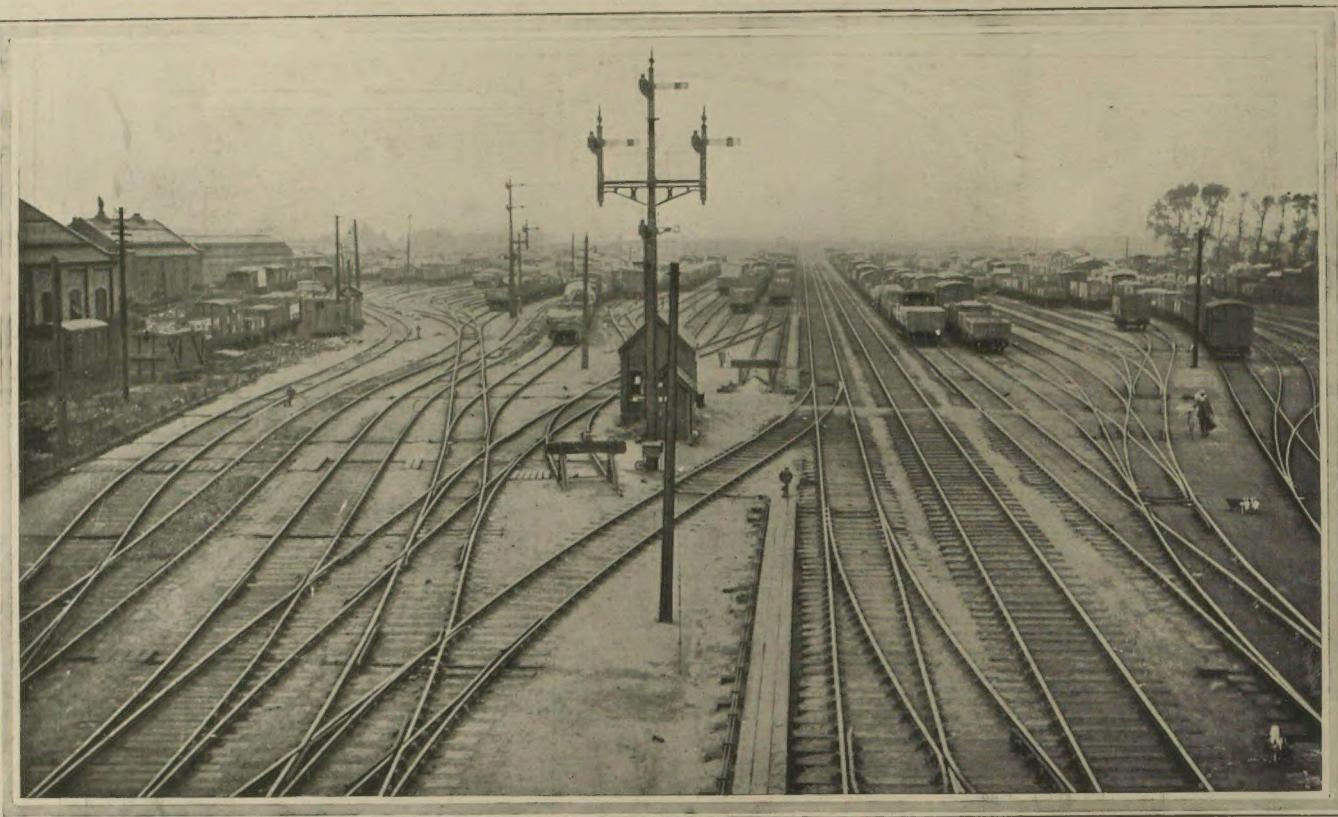
Everybody is interested in the big personalities behind the scenes, or "in the limelight" in the great railway strike, and our photographs show portraits of the prime movers in the struggle on both sides. Mr. Thomas, the Secretary of the National Union of Railwaymen, has a page to himself in another part of this issue. The other portraits need no comment except, perhaps, it may be interesting to recall that in connection with the use of the word "definitive" by Sir Auckland Geddes in the negotiations before the strike, the "Times" said: "Verbal ministrer-

standings are a most prolific source of quarrel. They can be avoided by simple and precise language. The word "definitive" is a bad one, because its meaning is doubtful. It is a literary word, used more often to give an impression of elegance than to express a precise meaning, which is a fault in any style, but in letters dealing with these intensely practical and important matters, it is a damning fault. We should not, however, interpret the word to mean 'final,' as Mr. Thomas did."

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## THE GREAT RAILWAY STRIKE: BLOCKED ARTERIES OF INDUSTRY.

PHOTOGRAPHS BY ILLUS. BUREAU AND L.N.A.



STAGNANT THROUGH THE STRIKE: DESERTED LINES AT STRATFORD.



WHERE TRAFFIC NORMALLY FLOWS: THE MAIN PLATFORMS AT PADDINGTON DURING THE STRIKE.

The photographs reproduced above give a good impression of the deserted appearance of the main railway junctions and stations at the beginning of the great railway strike, on the Saturday, Sunday, and Monday, before the railway companies had been able to arrange

an emergency service with the aid of volunteers. By the end of the fourth day of the strike nearly two hundred trains were again running on the Great Western Railway alone; and other railways, and even the London District and Tubes, had some sort of service.

## THE GREAT RAILWAY STRIKE: THE RUSH FOR THE TRAMS.

PHOTOGRAPH BY C.N.



"OVER THE TOP" ON THE THAMES EMBANKMENT: SUBURBAN TRAVELLERS STRUGGLING TO GET HOME.

When Londoners found themselves Tube-less and train-less owing to the great railway strike, a great rush was made for the trams and 'buses, and the lot of the conductors was not a happy one. Even after the cars had been crowded to their utmost capacity,

making the collection of fares so difficult as to be almost impossible in many cases, still further contingents of stranded suburbanites clambered over the back of the rear platform to obtain what room they could.

## THE GREAT RAILWAY STRIKE: METHODS OF

PHOTOGRAPHS BY ALFIERI, ILLUSTRATIONS BUREAU.

## GETTING TO TOWN IN TRAINLESS LONDON.

L.N.A., CENTRAL NEWS, AND PHOTOPRESS.



BY HORSE-VAN: A CHEERY CART-LOAD.

BY "PUSH-BIKE":

EASY AND INDEPENDENT.

BY TRAM-CAR: "WHEN AVAILABLE."



BY TRAM-CAR: A SAMPLE "QUEUE."

BY MOTOR-LORRY: POPULAR BUT PACKED.



BY CYCLE-CAR: THE LUCKY ONES.



BY MOTOR-CAR: EXCEEDING THE RATION.

Hundreds of thousands of Londoners living in the suburbs had to "foot-slog" when the great railway strike started so suddenly, but by many thousands more all sorts of auxiliary transport was utilised. The trams were at first besieged by crowds far in excess of the carrying capacity, and other means of locomotion had to be devised. The lucky ones had motor-cars or cycle-

cars; but even these were taxed to their utmost capacity by the necessities of the owners' friends. The next best thing was the push-bike, for those who had got them; whilst others had to be content with an occasional lift on a horse-cart or a motor-lorry.

# THE WORLD OF FLIGHT

## ON THE POSITION OF THE BRITISH AIRCRAFT INDUSTRY.

A WEEK or so ago the daily Press, more especially the evening portion thereof, became mightily perturbed by a story which came into circulation to the effect that the Air Ministry had suddenly, and without warning, cancelled large orders for aeroplanes then under construction. The story varied in different versions, so one was left rather in doubt as to whether one or two firms had had their contracts cancelled or whether every order for aeroplanes had been cancelled, so that there would be no new types produced

months, one contract after another has been cancelled, generally after a very fair and proper period of notice. In some cases contracts for aeroplanes or engines of obsolete types—some of which ought never to have been ordered at all—were cancelled, and the firms were given orders for aeroplanes of the most recent types, which were considered as being so advanced in design as to be still up-to-date a year or so later. In the meantime, firms which possessed big factories were casting about for orders for something other than aeroplanes, for it was evident that even if the Government had the courage to maintain a very big Air Force in time of peace, there could not be a demand for a quarter of the number of aeroplanes needed in time of war. And those with any knowledge of history knew full well that the first place where so-called "economy and retrenchment" would take effect would be in the Services and industries which had done most to win the war.

Some firms in the Aircraft Industry actually had the foresight to prepare for peace during the war.

In one instance a big motor firm had to build what amounted practically to a new factory for the production of aero-engines. In laying out that factory in 1916 or thereabouts, the chief of the firm planned it so that it would be all ready for the production of a new type of car as soon as the war ended.

In another case a particularly successful aeroplane firm laid out its new workshops so that they could at once turn over to making motor-car bodies.

So completely were the plans laid that the actual "job-cards" or "dockets" on which the workmen entered the time taken by the various aeroplane jobs were so arranged as to be equally suitable for motor-body work.

We are so fond of depreciating the commercial foresight and business acumen of our manufacturers,

and are so inclined to over-rate those qualities in other nations,

that it is well to note the fact when British manufacturers give evidence of intelligence.

It should also be noted that in each of these cases, aircraft work, chiefly of an experimental nature, is still done in several departments of these factories, and that the chiefs of the firms are ready to turn back again entirely to aircraft work in case of either a boom in commercial aviation

or another outbreak of war causing a sudden demand for aircraft.

Many other firms in the Aircraft Industry began,

as soon as the Armistice broke out, to seek for other goods to manufacture.

One firm has already made

**By C. G. GREY,**  
*Editor of "The Aeroplane."*

a quantity of domestic furniture of a quality which would command high prices if it were put on the open market. Several have gone into the motor trade in one way or another.

A very few firms—one can only recall three off-hand—are relying entirely on aircraft for their future existence. The three which one has in mind are very well managed, and it may be assumed that their policy is to go along slowly and steadily securing whatever orders may be acquirable from our Government, from foreign Governments, from civilian transport companies, and from private individuals, spending what is left to them of their war-profits carefully in building up a sound reputation for quality, and laying the foundation for big business when commercial aviation develops. The policy is a bold one, and it will certainly reap its reward if all goes well, and if civil aerial transport becomes a business proposition within the next three or four years.

Thus, taking it all round, it seems that the position of the British Aircraft Industry is by no means bad despite the scarcity of Government orders. There are those who demand that the Government should subsidise the industry, on the grounds that it is vital to the safety of the Empire. While one quite agrees that it is a "key industry," according to definition, one is of the opinion that an industry which cannot exist by its own efforts had better not exist at all, and with this opinion one finds that many of the best business men in the Aircraft Industry agree. There is a good deal to be said for subsidies for aircraft in being, such as subsidies for mail-carrying air lines—when the Postmaster-General becomes convinced that aeroplanes and airships are fit to be trusted with His Majesty's Mails—and for subsidies for big passenger-carrying aircraft, just as certain steam-ship lines are subsidised so that their ships may be available as auxiliary cruisers in time of war.

It is regrettable that the nation, as represented by its Government, does not see fit to maintain an Air



ROME PHOTOGRAPHED FROM A DIRIGIBLE: A PANORAMIC VIEW FROM THE COLOSSEUM TO THE DOME OF ST. PETER'S.

for the Royal Air Force for months, or possibly years, to come. The British public has been told on so many occasions, by so many important people in official positions, that the welfare of the Flying Services depends on a strong and progressive Aircraft Industry, that it was a trifle disturbing to receive the impression that the aforesaid indispensable industry was to be left to starve. Consequently it seemed worth while to make inquiries concerning the true state of affairs.

Naturally one cannot give one's sources of information, but the truth seems to be that the Aircraft Industry is more or less where it has been for the past few months. That is to say, a few firms have a few orders in hand, still fewer firms are really busy on experimental work, and most firms have no orders at all. The state of mind of the Aircraft Industry is very much that of the Irishman who, on being asked what sort of price he had got for his pig, replied: "Well! I didn't get as much as I expected, but then, I didn't think I would!" The Aircraft Industry has got less orders than it hoped to get, but it has got quite as many as it honestly thought it would get.

When the Armistice burst upon the dismayed munition-makers of this country, everybody expected that all orders for war material would be cancelled at once. They omitted to consider that an Armistice is not the same thing as a peace, and that theoretically we were still at war until peace should be declared. Somewhat to their surprise, and very much to their gratification, orders were not cancelled. The only difference was that the Ministry of Munitions ceased to worry them for immediate deliveries. Later, when it became fairly certain that there would be no serious renewal of hostilities on a large scale, munition-makers found that when contracts were finished, there were no renewals. Also, where very big contracts had been placed which would take many months to complete, the makers were warned that the balance uncompleted by certain dates would be cancelled. That, at any rate, was what happened in the Aircraft Industry; and so far as one can gather, it is about what happened in all other branches of munition-making.

It was a perfectly fair system, and nobody complained about it. The result of it was that for the past six

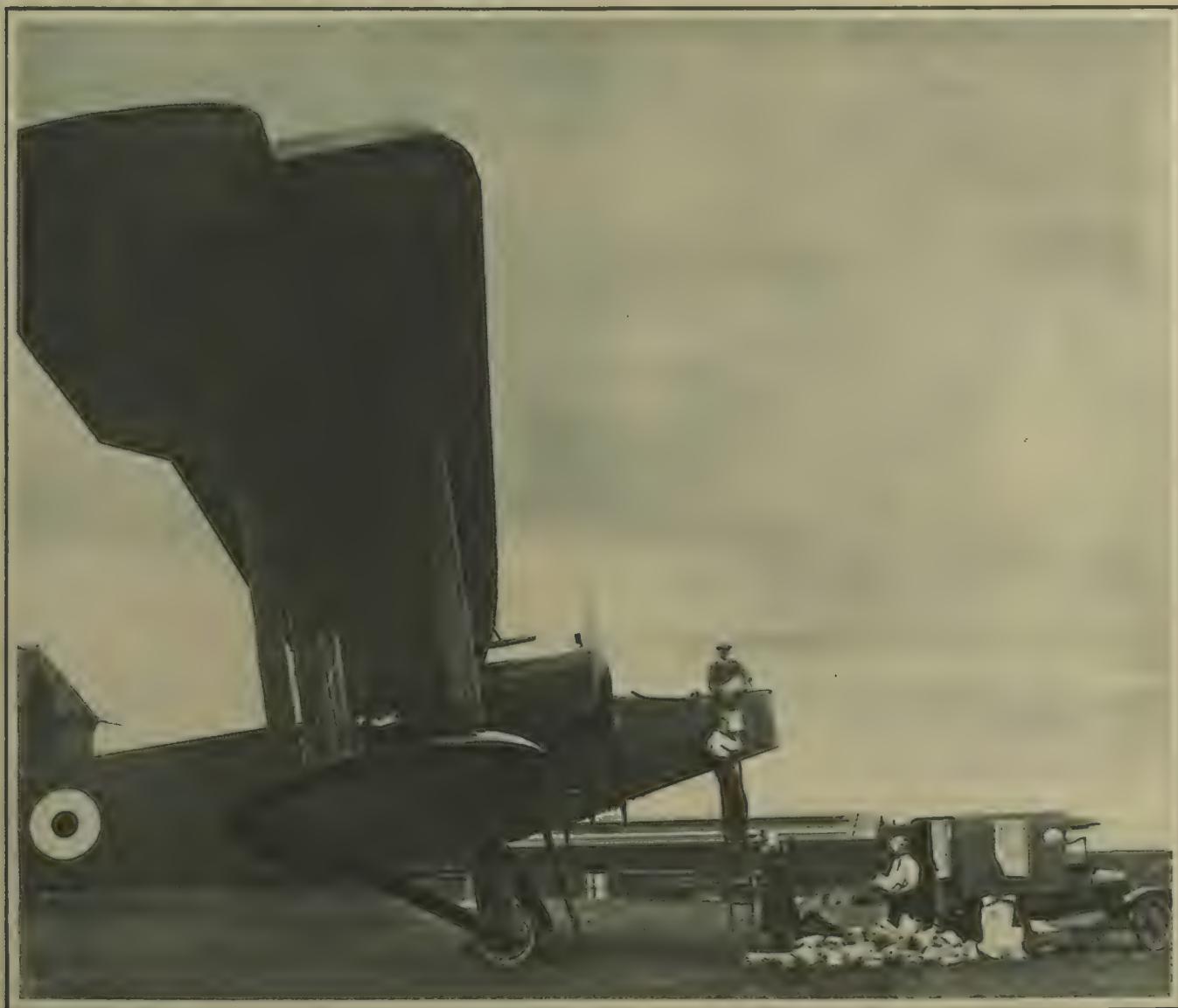


ROME PHOTOGRAPHED FROM A DIRIGIBLE: THE PIAZZA DI SAN PIETRO, ST. PETER'S AND THE VATICAN.

Force as big as the Army or even the Navy, for in the next war the Air Force may well be bigger than either—or both. But if such a force is not considered necessary, then it would be very bad policy to foster an artificial Aircraft Industry, either by ordering unnecessary aeroplanes, or by subsidising the industry for work which is not done. The industry will, in the end, be all the stronger for having to work out its own salvation, and one has sufficient faith in the future of civil aviation to believe that, before many years are past, the peace-time Aircraft Industry will be greater than that which existed because of and during the War.

## THE GREAT RAILWAY STRIKE: NEWSPAPERS BY AEROPLANE.

PHOTOGRAPHS BY CENTRAL NEWS, CENTRAL PRESS, AND BRITISH ILLUSTRATIONS.



1. OFF TO BIRMINGHAM: A TWICE-DAILY SERVICE.

2. AERIAL STRIKE-BREAKERS: HENDON PILOTS READY TO CARRY MAILS AND NEWSPAPERS BY AIR.

The railway strike brought aerial transport even more to the fore than usual. Important commercial engagements were kept by air-travel; mails were carried; and newspapers were distributed. As to the latter point, despite the suddenness of the strike, the newspapers speedily organised a successful system of distribution to every part of the country,

3. OFF TO THE PROVINCES: A FLIGHT WITH NEWSPAPERS.

4. BEATING THE STRIKERS BY AIR: DISTRIBUTING NEWSPAPERS AND MAILS BY AEROPLANE—LOADING UP.

serving their readers to the best of their ability. Every sort of transport was used, including a fleet of motor-lorries; but for the long-distance trips an efficient service of aeroplanes was maintained, and in a great number of cases daily papers were delivered, even at the very beginning of the strike, almost at normal times.

## THE GREAT RAILWAY STRIKE: FOOD-DISTRIBUTION

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU, TOPICAL PRESS, CENTRAL PRESS, SHORT AND GENERAL, BRITISH ILLUSTRATIONS, AND CENTRAL NEWS.



HORSE TRANSPORT: A MILK-VAN IN HYDE PARK.



IN THE ROW: MILK-CANS AWAITING DISTRIBUTION.



TO DISTRIBUTE THE MILK: VOLUNTEER DRIVERS SIGNING ON IN THE PARK.



LENDING A HAND: VOLUNTEER PORTERS IN THE PARK.

## BY THE GOVERNMENT—HYDE PARK AS DEPOT.

PRESS, SHORT AND GENERAL, BRITISH ILLUSTRATIONS, AND CENTRAL NEWS.



LOADING THE LORRIES: MILK-CANS FOR DISTRIBUTION.



WAITING FOR THEIR LOAD: A LINE OF LORRIES.



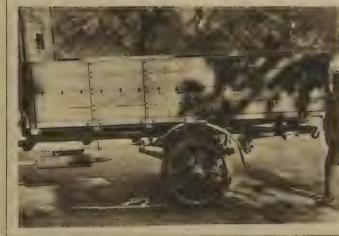
LORRIES AT BILLINGSGATE.



UNLOADING THE FISH FOR LONDON.



FOR THE USE OF THE MOTORS: A PETROL "DUMP" IN HYDE PARK.



AS IN FRANCE: A LORRY WITH A CHALKED "MOTTO."

For a considerable time before the great railway strike was so suddenly declared, the Government had been making elaborate arrangements to safeguard the country's food supplies in such an eventuality. As soon as it took place, all the Army and Air Force and other Government stores available were "pooled" and the motor vehicles of private firms requisitioned or obtained

voluntarily. Hyde Park was closed to the public, and used as a great milk-distributing centre. In less than forty-eight hours over a thousand lorries were in use, and some of the convoys bringing in supplies from the country were nearly a mile long. Fish and other perishables were also handled by Government lorries at railway centres and markets.

## THE GREAT RAILWAY STRIKE: "TREKKING" TO BUSINESS.

DRAWN BY STEVEN SPURRIER.



## ON THE LONG, LONG TRAIL FROM THE SUBURBS TO THE CITY: FACING A TRAINLESS LONDON.

When the great railway strike first burst upon London, depriving the workers of all classes of both train and Tube, everybody took the situation philosophically and proceeded to bus or tram, or to find their way to town as best they could. Needless to say, the buses and trams could only cope with a very small percentage of the crowd. Owners of motor-cars and motor-cycles with side-cars were besieged with friends anxious for a lift, and as many as five or six people were sometimes seen on one motor-cycle with side-car. Carts and lorries did their best to help the women and children, the old and the disabled, on their way. Queer things were seen in the way of cycles.

The "push" bicycle was dragged from its rest, and even the old high bicycle was seen on the roads again. Many of the ordinary "push-bikes" were old and unserviceable, and their riders out of practice, and many minor accidents occurred. But for the great majority of the suburbanites "Shanks's mare" was the only means of conveyance, and many workers had to start in the early hours of the morning for their long "trek" up to town. In an unending stream they tramped towards the City until well into the day.—[Drawing Copyrighted in the United States and Canada.]

# BOOKS OF THE DAY

*By E. B. OSBORN.*

**I**N "EDWARD WYNDHAM TENNANT" (John Lane; 21s. net), by Pamela Glenconner, we have a mother's memoir of her son, killed in the Battle of the Somme not long after his nineteenth birthday, which is surely destined to outlive all war memorials of speaking brass and magniloquent marble. It is above all and before all the soul-searching record, exquisitely imagined as one would expect from the sister of George Wyndham, of a flawless love and unbroken intimacy between mother and son: as such, indeed, it is an unaltering confutation of the French belief that the most beautiful tie between human beings is not as strong and enduring in this island as in the Latin lands. This fallacious belief is one of the misunderstandings that



MR. COMPTON MACKENZIE, WHOSE NEW NOVEL, "POOR RELATIONS," HAS JUST BEEN PUBLISHED.  
*Photograph by Hoppé.*

arise out of our national predilection for avoiding any demonstrative display of emotion even, in the extremest ecstasies of life, when all the barriers are down between spirit and spirit. Our sons and mothers alike accept this convention, most of all in war-time, the "with it or on it" of the Spartan mother, giving her son his shining shield, has been paralleled in many eternal partings since the war began. Here, however, the mother-heart and the child-heart are never for a moment hidden, and we see how so white and wonderful a passion can irradiate a character and a career, sowing in the child-mind seeds of compassionate tenderness for all living things, and of the courtesy which is an emotion, and of an eager love for truth and beauty, and, finally, of the Happy Warrior's

heart, high speech, high deeds 'mid honouring eyes. This book helps us to understand why it is that young men who have thus cherished, and been cherished by, their mothers are always kind to the womanhood of all women, and capable of living up to the quaint, wise doctrine of the old rhyme—

Treat the woman tenderly, tenderly,  
Out of a crooked rib God made her slenderly, slenderly.  
Straight and strong he did not make her,  
Let love be kind, or else ye'll break her.

"Bim," as his relations and friends called him, was the youngest Wykehamist who took up arms for his country. On account of his efficiency as an officer he was specially selected to go to France at eighteen, though Brigade Orders had just been issued that no one should leave England before he was turned nineteen. Regimental pride rings in many of his letters home—especially in the last of all, the noble farewell to life (but not to love—no, indeed!), written on the eve of his death in action, in which he exclaims: "The

pride of being in such a great regiment! The thought that all the old men, 'late Grenadier Guards,' who sit in the London clubs, are thinking and hoping about what we are doing here! I have never been prouder of anything, except your love for me, than I am of being a Grenadier." . . . Of many tributes to his gift of leadership, the most affecting is the letter of a private soldier who says: "He wasn't only an officer, he was a great friend to all the men. No danger was too great for him to go into. When danger was greatest his smile was loveliest. All was ready to go with him although he was so young. All trusted him. And when we were at rest in billets it was just the same. Anything he could do to make us happy he did." Lady Glenconner tells many little Plutarchian stories of the happy childhood out of which he never grew. He was a model of quaint courtesy, always making a tiny bow when he addressed anybody, old or young; and though he was very human and given to breaking nursery laws like other children, he never did it with effrontery—thus he would pin a paper to his pillow with the legend *Pardonnez-moi, cherie Zelle* (addressed to the nursery governess), whenever the summer sun drew him out of bed before the statutory time for getting up. This habit of considerate courtesy became part of his nature, and when he was a boy at Winchester and riding his first motor-cycle, a placard with the words: "Apologies for the dust" in three-inch letters was always fastened on the tail of the machine. The poems he wrote at the age of six or seven are such as to justify the praise of his uncle, that keen and joyous critic, who thought they showed "a rare power over English rhythm and a quality still more rare of getting strength from the short English line." Here is the last stanza of the innocent, Blake-like, birthday gift to his mother which especially elicited George Wyndham's criticism

She's very kind to all the poor,  
Each time they see her they love her more;  
She doesn't care a bit for dress,  
She's a festoon of loveliness;  
She is something quite divine,  
And joy, O joy, this Mother's mine

The war left him little leisure to use his poetical gift but "Home Thoughts in Laventie" is among the most beautiful and tender poems written at the front, having a charm of rhythm all its own and touched with a love of England which smiles through its tears. Thus was he sealed of the Sidneian fellowship, which not only wrote poetry but also lived and died poetically.

"POEMS IN CAPTIVITY" (John Lane; 7s. 6d. net), by John Still, is one of the most interesting books of war-verse which have yet appeared. The author is a direct descendant of the good Bishop Still (1543-1608) whose jocund drinking-song with its jovial refrain—

Back and side go bare, go bare;  
Both foot and hand go cold;  
But, belly, God send thee good ale enough,  
Whether it be new or old,

is the goodliest tribute extant to "beer, noble beer," and has outlived such a vast deal of godly stuff. His descendant's volume of poems, the whole of which was written on ten sheets of notepaper and concealed in a hollow walking-stick, actually contains a song beginning—

What though the wind blow cold!  
The rum is old  
And even we can still feel free  
Drink we but bold,

which remotely recalls the famous Bishop's nut-brown ecstasy. But for the necessity of finding within some means of alleviating a prisoner of war's thousand and one days and nights of soul-cankering dreariness, spent mostly in the old Armenian monastery called the Wank at Angora, the latest Still might never have written a line of poetry—perhaps! He longs for freedom as he looks up to the embattled steep of Kara Hissar and sees the freeborn lives on wings—

I saw the vulture on the crag  
Rise broad and steady as a flag  
Hung out above the cliff's sheer face,  
And soaring gain his pride of place  
As lord of the glorious morning,

or discerns in fields full of fluttering poppies

The shining meadows of insane desire,  
Or sends a message in his mind to Eileen, the daughter  
he has never seen

O Baby, my baby I have not seen  
Don't grow too fast till I come home,

or hears far-off rumours of great battles along the line of decision, or wonders what the world will be after the war—but never falls into the mood of rancour and repining which is the worst of all the plagues of captivity. His longer poems showed a profound insight into the spiritual life of the Orient as it slept long ago under the lofty peaks of its philosophies white with the snows of eternal thought.

Out of a number of novels mostly, alas! of the canned fiction type—which I have read this week three definitely emerge as much more than innocuous means of time-slaughter. In "THE BEACH OF DREAMS" (Hutchinson; 6s. gd. net), Mr. H. de Vere Stacpoole works out a new variant of the two-on-a-lonely-island idea which he so delightfully revived in "The Blue Lagoon"—I can never forget the gently-humorous scene of the arrival of the baby with its instinctive wisdom, or that horrid little touch of the small crab scuttling out of the dead sailor's mouth. The bleak storm-scorched Kerguelen is the strange theatre in which Cléo, the quintessential modern girl, learns the truth of human nature and finds courage to cast away all the glittering gauds of civilisation for Raft, the sea-wrought man who dominates the book. The warring sea-elephants and the bowing penguins are sole witnesses of their first at-one-ment, but Cléo has to fight to keep herself before Raft arrives, and he also finds later a human antagonist



MR. EDMUND GOSSE, C.B., WHOSE NEW BOOK, "SOME DIVERSIONS OF A MAN OF LETTERS," HAS JUST BEEN PUBLISHED.—*Photograph by Russell.*

worthy of his iron arms and steely will.—"A MAN AND HIS LESSON" (Hutchinson; 6s. od. net), by W. B. Maxwell, is a story of the undying duel for a man's soul between the fair and fatal lady who can be to him—

Comrade and queen and child

and the household woman who is for long years in his populous home—

A mother and a mistress and a friend.

In the end the novelist (perhaps because of the price of paper!) cuts the *dignus vindice nodus* with a chopper, so to speak, by killing off the former.—"THE LAST OF THE GRENVILLES" (John Murray; 7s. net), by Bennet Coplestone, is a war story in which the hero and his sister Betty—a joyous creature with bobbed hair and trousers on—voyage into the "warm haven" at last. Well, it is better to marry your characters than to kill them with a chopper.

# Wana-Ranee<sup>Regd</sup>

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LONDON.



## SCIENCE JOTTINGS.

ON KEEPING WARM.

A FEW weeks ago the preoccupation of many of us was how to keep cool. With a temperature of anything between 70 deg. and 87 deg., straw hats and white clothes seemed the only sensible sort of apparel, and light dishes, salads, and iced drinks the only diet. But in a twinkling all this was changed. One thunderstorm, a few showers of rain, and an icy blast from the Atlantic, and we found ourselves again plunged into sub-Arctic weather, in which we shiveringly dug out our winter clothing and longed for the time when fires would be again possible. Although no one would dare to prophesy what alternatives our ever-changing English climate may have in store for us, we can count on the weather getting on the whole colder and colder during the next six months, and that one of the problems before us is how to keep warm.

Our forefathers' way of solving this by a "sea-coal" fire piled high, is, of course, out of the question. The Coal Controller has not yet made his pounce, but he has consistently warned us that our fuel ration will be less than last year; and even if it were to remain the same, the high price and scarcity of coal would make the keeping up of really satisfactory open fires difficult for anybody but millionaires. Gas and electricity, too, are rising in price by leaps and bounds, and are therefore open to the same objection, while central heating is practically impossible for small households. Most of us will, therefore, be driven to finding the increased supply of heat which we shall require, within ourselves; and the most effective source of this is exercise. To keep moving as much and as quickly as possible, never to ride when one can walk, never to walk slowly when one can walk fast, and to use dumb-bells

or some other form of physical exercises within the house and such outdoor sports and games as our means, and age permit, are all excellent prescriptions for keeping our supply of animal heat up to our requirements.

Next to this comes the question of clothing. This also is more difficult to come by than it was, especially in the shape of what the advertisements call "underwear." Here we may have to revise some of our ideas. Colonel

best of all. The clothing of the extremities, especially the wrists and ankles, where the blood channels are most exposed to the open air, should also be looked to. Boots are warmer than shoes, turned-up trousers cooler than old-fashioned ones, and thick soles warmer than thin ones. In this last respect the war has brought about a most wholesome change, in masculine fashions at all events, and the plan of letting pieces of india-rubber into boot-soles is an excellent one. Perhaps, if the winter is a severe one, we may go further, and may all of us adopt the Transatlantic mode of wearing goloshes or "gum-boots."

On food in cold weather there is not much to be said that has not, during the war, been brought home to most of us. Fats are what we all then want, and what, in their most palatable shape of butter, few of us can get. Hence we must do what we can, take bacon—at last coming down in price—as much as possible, choose fat meats rather than lean ones, herrings and mackerel rather than white fish, do ourselves well in the matter of potatoes, and take to porridge if we have not already done so. As to drinks, tea is hardly a heat-preserving drink, as it causes increased perspiration, which has the contrary effect. Coffee is better, though there are objections to its use by everybody; chocolate or cocoa can be safely recommended. As to alcohol, the writer of these lines is no advocate of teetotalism, but there can be little doubt that, apart from its slight food value, it in the long run lowers rather than raises the temperature of the body. Wine or beer should, in great moderation, if at all, and with the full knowledge that it is the effect on the mind rather than on the body which is aimed at. As for spirits, war legislation, which shows no sign of relaxing at present, has put them beyond the reach of most of us.

[Continued overleaf.]



ATLANTIC AIRMEN AT DINNER: AN INTERESTING REUNION.

The Atlantic Airmen who met in Newfoundland had a reunion dinner the other evening. On the left of the photograph (from left to right) are Sir John Acock, Sir Arthur Whitten Brown, and Mr. H. G. Hawker. Commander Grieve is at the top of the table on the left hand of the officer in uniform. On the right-hand side (left to right) are Mr. F. Raynham and Major Morgan. [Photograph supplied by Photopress.]

Martin Flack, who has been inquiring into the matter in the interest of those airmen who fly high, tells us that it is not the thickness of the underclothing which best retains the heat, but the fineness of the mesh. Hence, he says, two thin undergarments of silk or wool are better than one thick one, and leather or any sort of skin is the

therefore, be taken and with the full knowledge that it is the effect on the mind rather than on the body which is aimed at. As for spirits, war legislation, which shows no sign of relaxing at present, has put them beyond the reach of most of us.

## ‘HITTING THE TARGET’

## LORD FISHER'S STRIKING COMPARISON.

## Men and Women Who Are Making Their Mark Every Day.

**I**N the powerful articles which Lord Fisher has been contributing to *The Times* the famous Admiral gives a striking instance of the immense improvement in Naval gunnery which followed the adoption of certain new and more efficient methods by the Fleet.

Before the introduction of these reforms, says the parent of the Dreadnought, "there were 2000 more misses than hits," but afterwards "we had 2000 more hits than misses." In these two pithy sentences Lord Fisher, in his uniquely picturesque way, vividly depicts the difference between inefficiency and efficiency, with their corollaries, Failure and Success.

Butler, in "Hudibras," says of Success that it is—  
"the mark no mortal wit  
Or surest hand, can always hit."

The definition suggested by Lord Fisher's story is, however, a better one. It is to have more hits than misses—not more misses than hits.

## MORE HITS THAN MISSES.

Bring this maxim to bear upon every day's experience. Every man, every woman, has, every day, a certain number of opportunities given to him or to her. Many of these opportunities may be small ones, one or two may be big ones. To-day's opportunities may all be small ones, but sooner or later the big opportunity will come along as well. And this is certain, that the more often you seize and make use of the small opportunities, the sooner the big opportunities will come. As a result of seizing the first small opportunity you will make a good impression. The second small opportunity seized will deepen that impression. When you have seized a number of these opportunities you will gain a reputation of being reliable, able, efficient. And then you will assuredly get the big opportunity which may mean promotion to a coveted appointment, an increase in your pay, salary, or income, a general rise in status.

On the other hand, should you miss many of these opportunities, then the opposite reputation will be yours, you will make a bad impression, you will be regarded as inefficient and unreliable. This is true whatever your profession, business, trade, or occupation may be. To everyone, in every line of life, these opportunities throng. It may be true that "no mortal wit or surest hand" can seize all of them. But if your mind is untrained you will

## THE GREATEST INTELLECTUAL MOVEMENT.

It is this fact which explains the unparalleled success and world-wide popularity of Pelmanism. To half-a-million men and women Pelmanism has brought this secret of efficiency. Over 100,000 soldiers and sailors have adopted Pelmanism. Distinguished Admirals and Generals are devoted Pelmanists. Professional and Business men and women of all positions and ages have introduced Pelman methods in their work with marvellous results. Workers by hand and brain all over the country are finding in the "little grey books" just what they required to turn these opportunities into gold. Their grateful letters reach the Pelman Institute in hundreds every day. Visitors too call daily for advice regarding their particular difficulties. Distinguished authorities, after thoroughly examining the work of the Institute, pen articles describing the many aspects of Pelmanism in terms of the highest praise. "The Pelman System," says *Truth* in a Report, a copy of which every reader, by calling or writing, can obtain free, "places the means of progress within the reach of everyone." Undoubtedly Pelmanism is the greatest and most successful intellectual movement of our time.

## “READY, AYE READY.”

Yet this secret of Pelmanism is quite simple. (It is so of all great discoveries.) It is contained in 12 little grey books which everyone, in quite a short time, and without brain-racking study, can easily master. Pelmanism, as these masterly little volumes show, scientifically trains the mind just as scientific physical exercise trains the body. It takes the unready mind and makes it ready, alert, and efficient. It takes these defects which are the curse of modern civilisation—with its rush and tear and mental and nervous strain—Forgetfulness, Flurry, Loss of Initiative, Mental Strain, Brain-fag, Timidity, Inattention, Lack of the Sense of Proportion, and so on—and by a series of simple lessons and exercises, directed through the post by expert psychologists and instructors, and which you can practise in your spare time and at your leisure, it thoroughly and permanently

eliminates them, and develops in their place the qualities that count in life.

Amongst the qualities that count which are rapidly developed by Pelmanism are the following:—

- |                   |                       |
|-------------------|-----------------------|
| Concentration,    | Originality,          |
| Initiative,       | Creative Imagination, |
| Retentiveness,    | Tactfulness,          |
| Judgment,         | Salesmanship,         |
| Organising Power, | Directive Ability,    |
| Ideation,         | Self-Control,         |
| Self-Confidence,  | Will-Power,           |

in addition to other faculties (lying latent or only semi-developed in the minds of too many people) which, when brought out by a short course of scientific Mind-Training, make up a strong, forceful, and successful personality.

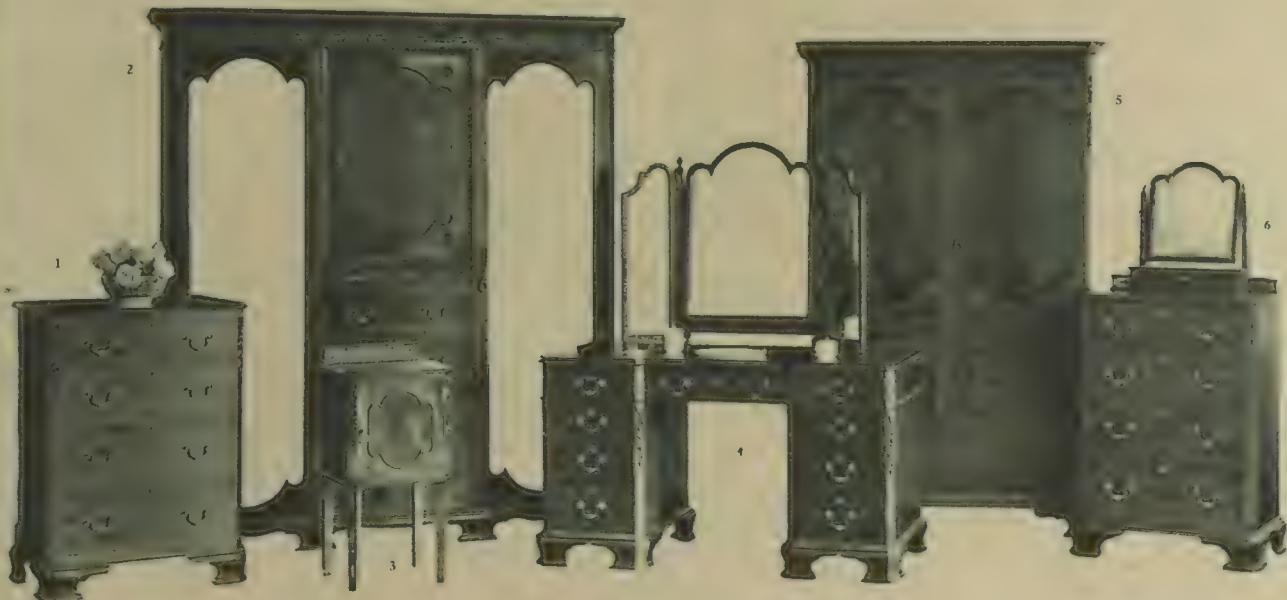
## GREAT PRESS OF ENQUIRIES.

During the past month an immense number of readers have enrolled for the Pelman Course and are now receiving instruction. The widespread appeal of Pelmanism can be judged by an analysis of the occupations represented by those who have thus enrolled. Thus the Professional classes are well represented by officers of the Army and Navy, Accountants, Artists, Architects, Doctors, Teachers, Engineers, Secretaries, Surveyors, Nurses, Stockbrokers, Diplomats, Solicitors, Barristers, Clergymen, Civil Servants, and Authors; from the Business and Commercial world we have Clerks, Grocers, Contractors, Insurance Agents, Merchants, Managers, Commercial Travellers, Typists, Chemists, Tobacconists, Salesmen, Newsagents, Buyers, Shippers, Bookkeepers, Cashiers, Dealers, Directors, Watchmakers, Florists, Drapers, Ironmongers, Seedsmen, Upholsterers, and Printers; whilst the Industrial world furnishes recruits to the great and growing army of Pelmanists from the ranks of Mechanics, Electricians, Engine-drivers, and many others.

## INVITATION TO READERS TO-DAY.

Those, however, who wish to learn more about the Pelman System, what it does, what people who have adopted it say about it, and how they themselves can enrol for the complete Course on special terms, should lose no time in making a personal visit to the Pelman Institute, 53, Pelman House, Bloomsbury Street, London, W.C.1. No one who calls is *pressed* to enrol, and the information required is freely given. If unable to call personally, send a postcard (or letter) to the above address, and in return you will receive gratis and post free (1) a copy of *Mind and Memory*, which fully explains the Pelman System; (2) a copy of *Truth*'s special Report; (3) Information enabling you to enrol, should you desire to do so, on special terms. Everyone should have this information. Get it for yourself by writing or calling to-day.

# A New and Better Way of Furnishing the Bedroom



THOSE who best know Harrods record in Furnishing will best realise how Harrods have striven to foster "Individuality." Some idea is here given of a new development of Harrods effort along these lines. A series of some thirty pieces of Bedroom furniture has been designed, Georgian in character, from which sets or suites may be selected piece by piece. These pieces being uniform in style and character readily admit, in the case of two or more rooms, of quite a variety of harmonious combinations.

**(1) CHEST OF DRAWERS.**

This attractive and well-made chest has four drawers, is 2 ft. 4 in. wide, and 3 ft. 4 in. high. Finished excellently throughout.

**(2) WARDROBE.**

This 6-ft. wardrobe with two full-length mirror doors affords ample hanging space, the centre portion being fitted with large cupboard above and four drawers below.

**(3) CUPBOARD.**

This small but useful pedestal cupboard is finished with exactly the same care for detail as the larger pieces.

**(4) TOILET TABLE.**

This pedestal toilet table, 4 ft. 6 in. wide, has nine drawers. On the polished plate-glass top stands the triple mirror. These may be purchased separately.



As any piece may be purchased separately, additions which shall be in artistic accord with the rest of the Furniture, may thus be added at any time.

Harrods feel sure that actual inspection of these pieces (all of fine quality selected mahogany of a beautiful mellow brown shade) will swiftly convince every visitor of the artistic "home-making" superiority of this plan over the usual practice of furnishing Bedrooms with stock "suites."

**(5) WARDROBE.**

4 ft. wardrobe with ample space for garments, for which rods and hooks are provided. It has a large drawer below.

**(6) DRESSING CHEST.**

This beautifully finished and well-designed dressing chest, 2 ft. 5 in. wide, has four large drawers and a fixed mirror with small drawer.

**(7) CUPBOARD.**

An eminently practical cupboard, 3 ft. wide, 5 ft. high—the top portion being fitted with two cupboards and two drawers, the lower portion being designed with separate racks for footwear.

**(8) CHEST OF DRAWERS.**

5 ft. 10 in. chest of drawers and cupboard, 3 ft. wide. An extremely useful design, offering unusual capacity for clothes, toilet articles, etc. An exceptionally fine piece.



The above "Georgian" Series may also be seen in Manchester at Kendal, Milne & Co.'s (Harrods Ltd)

# HARRODS

*Everything for the Home*

Yet, when all is said, the means of keeping warm in cold weather is within us rather than outside us. Although the fact is not universally accepted, the better opinion seems to be that it is the solar plexus, or great nervous centre at the pit of the stomach, which is the principal regulator of the temperature of the body. Hence the greatest protection against cold is a nervous system working in perfect order, and anything which promotes



AN IRISH BEAUTY SPOT: LORD LEITRIM'S NEWLY OPENED WINTER RESORT AT ROSAPENNA—THE ROSAPENNA HOTEL. Rosapenna has been known for the past twenty-five years as a most popular summer-holiday centre in the Donegal Highlands, and is now attracting attention as a winter resort. Certainly it has much to offer: In addition to the free salmon and trout fishing that makes the place attractive to spring and summer visitors, some 35,000 acres of woodland, game, and duck shooting have been added to attract sportsmen during the winter season; while the fact that the famous golf links, reorganised six years ago by H. S. Colt, of Sunningdale, are now in no playing order, and, being situated on sandy soil, never hold the wet, is a great consideration to players who know their game.

this helps us to endure any lowering of the external temperature without injury or even with positive benefit to the health. So whatever makes for exhilaration of mind helps us to endure even extreme cold without flinching; and perhaps all the remedies suggested, exercise and the like, depend quite as much for their success on the mental as well as on the physical effect which they produce. If "laugh and grow fat" is a true maxim, "laugh and keep warm" is just as much a natural consequence. Plenty of air and light, cheerful company and conversation, and determination to look on the bright side of things will help all of us to get over the dark days of winter pleasantly. Happy are they who can command them!

F. L.

### "A WESTMINSTER PILGRIM."

SIR Frederick Bridge is a musician with many memories, and it is with these that he has filled the wide and ample pages of "A Westminster Pilgrim" (Novello). Matters of more purely professional knowledge and experience, as we gather from several indications, have been reserved for a later volume, although of such we are given not few glimpses all along the present popular route. "We sang" (this was in 1907) "upwards of four hundred different anthems and a hundred and twenty-eight different services"; and again, "in 1913 we sang four hundred and thirty-seven different anthems and a hundred and forty different services. In addition to these items were innumerable hymns and chants which had to be rehearsed." With these passages alone for text, Sir Frederick manifestly could conduct an exposition of Cathedral services, as well as of the manner of preparing for them on the musical side, that would have a wider range than is attempted anywhere in the present work, and would be of the highest usefulness and interest. The Musical Association, the Musical Antiquarian Society, the Madrigal Society, the Purcell Society are a few bodies which we are introduced to in passing, and might, on a future occasion, linger among with profit and entertainment. Like the one learned society entirely devoted to music—the first of those just mentioned, founded in 1874—nearly the whole of the educational and examining bodies in music now existing in the Metropolis, Sir Frederick remarks, have been established in his lifetime. The chapter or section on the Muniment Room at Westminster, again, might-well be expanded into a book. The "most dramatic and fortunate incident" connected with the Purcell "Te Deum" and the bicentenary celebrations (pp. 153-4) is really a "find" for the reader, and it suggests that there are other, if less sensational stores of musical experience still untapped. We mention all these, not by way of reproaching the author for missing an opportunity now,

but only to suggest the possibilities of that which is still to come. Meanwhile, the handsome volume in our hands, both weighty and long, is essentially readable and entertaining. Its record begins with the day of the Duke of Wellington's funeral, Nov. 18, 1852, when the small chorister Bridge, in Rochester Cathedral, was permitted by "blind Fred," the ringer there, to have a pull or two, just to be able to say that he had tolled the bell for the great hero. It closes with the retirement of the same chorister from the position of Organist at Westminster after (practically) forty years' service, during which he accumulated friendships, acquaintances, stories, recollections, and experiences of a great variety of kinds, independently of those rich ones connected with the office. Reading down the index (which, we may mention, is unusually adequate), one cannot indeed fail to see that the writer is a musician, and even perhaps Organist at Westminster. But one also marvels at the many things he has been and done as well. Thus between Orlando Gibbons and Lord Gladstone comes the entry "A Remarkable Gillie," which reminds us that



BACK IN THEIR OWN COUNTRY: REPATRIATED GERMAN PRISONERS AT GOTTESBERG.  
Photograph supplied by Topical.

still another volume of reminiscences open to Sir Frederick is one of thirty summer holidays spent in fishing and twenty in shooting in Scotland. A word must certainly be added about the interest of the illustrations.



### THE LURE of the HEARTH

Have you experienced that yearning and longing for a cosy room with a cheerful fireside?

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## LADIES' NEWS.

THERE was a great wiring South, from Scotland, for warmer clothes when snow and hail and blizzards made such an early visitation. No sooner, however, had the furs and warm undies begun to arrive, than the weather,



A PICTURE HAT.

The material used is satin, and the colour copper, which still continues to be the rage.

Puck-like, smiled and beamed warmly on the bewildered women who, having their winter clothes, did not know what to do with them. It is accepted generally that the Northern Meeting closes the Scotch season. Many people went South after the gay week in Inverness; on the other hand, many did not, and the Scotch lodges and residences are by no means deserted; while some folk, whose earlier applications for hotel accommodation could not be entertained, are now arriving at various hosteries for a dose of Doctor Scotland. There is something in the air very revivifying to Southerners. Far North, close to the sea, and with the mountains between two and three miles in the background, the winds are very high and very active. Very seldom is there such a thing as a calm day. They are tonic winds to those who can stand them, but to anyone who is weakly or nervous they prove irritant, and only where the lodge or house is sheltered is the place restful or salubrious.

Some there be who come up to Sutherlandshire without any knowledge of its climate and with the slimmest and

thinkest of clothes. They get a chill and then abuse the place and wish they had never heard of it. Wool and wool, and again wool, is the only dress precept for the North. Good tweed coats and skirts, wool undies, woollen stockings, and, for golf, where freedom is necessary, woollen knitted jerseys. It is a climate that calls aloud for wool. For one day that you can sit out and bake in the sun, there are four that high, cool winds prevail and possibly bring cold skiffs of showers with them. A favourite sport up here is fishing, and for those who sit in a boat on loch or sea, wool clothes, with a substantial oil-skin coat over, are the only wear for health and comfort. As for appearance, it is well to let too much care for it have a holiday. The standards of it in the cities of the South are impossible in the North. It must be considered on simpler or more natural grounds. Debenham and Freebody's good tweed suits and warm, light blanket cloth and duvetyn wraps are greatly in favour. Many orders have gone down for them, from those whose ignorance of conditions here did not prove bliss. From the same reliable firm come reinforcements of warm underclothing and warm knickers which are more practical than petticoats where Boreas is so frequently rude. Once equipped at all points, the freedom, space, fine air and glorious scenery prove thoroughly enjoyable and most beneficial.

Prospects for an autumn and winter season in town are good. One thing only seems against it; the shortage of fuel, and restriction, in consequence, in many ways. Clever and careful people will doubtless get on all right, and be able to use hospitality. Others will have fires in their bedrooms night and morning, and pile them up in all the rooms they use, and then tell all and sundry that they really cannot ask them to lunch or dinner, because they have not enough coal to cook with! The King and Queen will not be settled at Buckingham Palace for the next six months, as in war time, but will be there for weeks at a time. Sandringham estate is teeming with partridges, the pheasants are promising, and there are quantities of wild duck. The King and the Prince of Wales and Prince Albert will have some shooting parties there later on. Queen Maud is coming to Appleton for one of her pre-war long visits, and will be here for Queen Alexandra's birthday on December 1. Her Majesty will reside at her own house, Appleton, which is a pleasant little walk from Sandringham and York Cottage across the Park. The King of Norway and the Crown Prince, now in his seventeenth year, will probably join Queen Maud for a short time. Norwegians do not like Prince Olaf, whom they idolise, to be long out of the country. It is probable that the Empress Marie Feodorovna will spend the winter with Queen Alexandra.

The arrival of Princess Pless in this country after the war gives us furiously to think. Princess Münster has also returned to her native land. These ladies, like hundreds of rank not so exalted, married German husbands and became subjects of the Kaiser that was. Through the war they were German subjects, recalled to Germany, and probably had a most unhappy time of it. Princess Pless had the trouble added that her mother, Mrs. Cornwallis West, was for a time seriously ill. Her sister, the Duchess of Westminster, will welcome her return. She is the mother of three German sons, if they are all still alive. Only the eldest is old enough to have served, and even then only at the close of the struggle, for he was born early in 1900. Prince Pless, who was at the German Embassy here when he met his wife, is a great Silesian magnate, and the Kaiser stayed at his castle in Silesia



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during the war, and looked upon the Prince as one of his warmest supporters. The Princess was differently regarded, and was said to have been watched and spied on by

(Continued overleaf.)

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*Continued.]* members of her own household. Her time during the war was devoted to Red Cross work. Princess Münster is sister of the late Earl of Kinnoull and of the Hon. Alastair and Claud Hay and Lady Constance Hadow. Like Princess Pless she was married in London, to the then Count Alexander Münster von Derneburg, son of a former German Ambassador. They took up their residence in this country at Maresfield Park and were great favourites in the neighbourhood until war broke out, when the Prince, being a Major in the Prussian Army, had to join the Kaiser's troops and took his two boys with him, the elder becoming a lieutenant in the Royal Uhlans. The younger is only in his nineteenth year. The Prince and his elder son



MRS. HUBERT LODER, WHO HAS JUST GIVEN BIRTH  
TO A DAUGHTER.

Mrs Loder, née Miss Brenda McNeill, daughter of Mr. Charles McNeill and the late Lady Hilda McNeill, was married to Mr. Hubert Loder in 1918.—[Photograph by Bertram Park.]

are said to have survived, and the Princess is here. The question of the English wives of German subjects returning to their native land is still very difficult.

It is pleasant to think that the smartest Englishwomen are adopting the lumpiest of the new coats under protest. They do not honestly like to have the upper parts of their pretty persons huddled into bulky folds of fur or cloth. Shapelessness has endured for five years; surely we might now be permitted to exhibit some of the symmetry with which Nature has endowed us. To go through life huddled up with kimono sleeves and a humpy back may be smart and give a quaint Japanesque effect, but it is not very graceful or becoming to girls endowed with height, upright bearing, and pretty lines and curves. Dame Fashion has dictated that it is to be and so it will. Like a canny Scotswoman who is thinking of her future clothes, it might be best to "wait a wee": the huddled shoulders and round back are unlikely to have a long run.

Really pretty and graceful are the long coats made to follow the lines of the figure and to semi-fit it. Sometimes they have ~~skirts~~ to match. One of these in jade-green velveteen corduroy with long loops of black braid buttoning over big *choux* of jet, and having a collar and vest of beaver fur—is smart enough for anyone and graceful too. It is one of Marshall and Snelgrove's good things, and is but an indication of the general grace and beauty and up-to-dateness of what this celebrated firm is providing for the autumn. There is also a fine choice of knitted coats at this establishment—alpaca woollen coats, long, in a design of contrasting coloured checks with plain edging, collar and cuffs, and in the most effective and smart colourings. These are suited for present out-door wear, and later, in our coal-restricted winter, the comfort of them to wear about the house or when writing—which is a cold job—is expressive, while they are handsome and smart too. A further attractive feature of Marshall's—for short—is a great variety of inexpensive hats in velvet for present wear. Our heads, as a rule, are much more costly to clothe than our feet, but these attractive and becoming hats cost 43s. 6d., and our feet cannot conceive of so modestly-priced a covering.

Girls do a great many things nowadays that before the war were distinctly their brothers' duties. A hamper of game arrived the other day, on unpacking which were two brace of grouse, one labelled "Shot by Irene on September 25," the other "Shot by Veronica September 26." A hare accounted for by Irene and a nice bit of venison which was off a stag grassed by Veronica. The ages of the sportswomen are nineteen and twenty respectively. Their mother is a widow, and, poor soul, her son made the great sacrifice. Her girls shoot the moor, stalk in the

forest, and fish the river and loch. When there are guests, they do the honours of the sport; when there are not, they provide game for its usual recipients, look after the gillies and keepers, and generally carry on.

Women are taking great interest in the threatened General Election. They have already exercised their new



## THE COUNTESS FERRERS

Lady Ferrers is the wife of the eleventh Earl, and before her marriage was Miss Mary Jane Moon. She has two sons and two daughters.

*Photograph by Swaine*

privilege of voting, but feel that the first time they were rather hurried and confused over it, because war was in progress. Now they are turning serious attention to the matter, and many are attacking the problems in quite the right spirit and thinking for themselves. A man who declares that the whole sex will be led by the nose by their favourite pre-war halfpenny paper (no less dear—in any sense—now that it is a penny) will have the surprise of his life. Thousands of women never look at the politics of their pet papers; and, if you ask them why, tell you they are changed almost weekly. The woman of to-day does not read so much as she thinks about important affairs, and that has to be reckoned with. A. E. L.

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material—costs at every stage from sheep's back to counter are high—and rising. Even so, Wolsey is still the best Underwear-value obtainable—still the underwear-investment of the wise.

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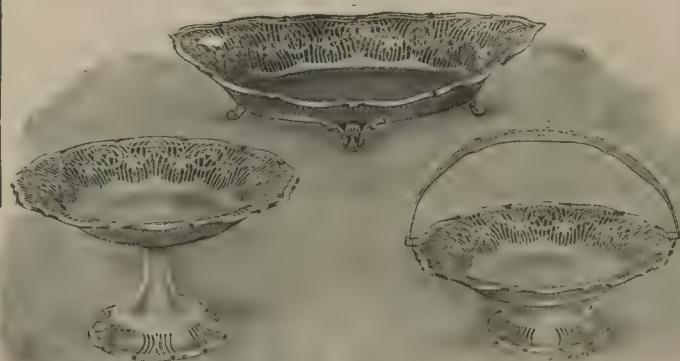


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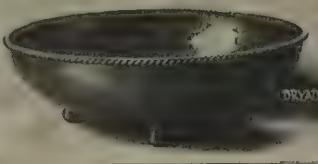
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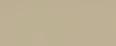
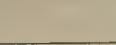
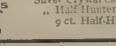
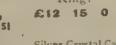
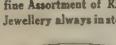
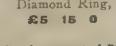
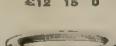
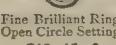
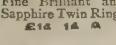
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## THE PLAYHOUSES.

### "BABY BUNTING" AT THE SHAFESBURY.

THERE was only one verdict, long before the close of the evening—an undoubted success for the new-comer, Mr. Walter Catlett, the American comedian; and enthusiasm for the play, the music, the interpreters, the whole entertainment. "Jane," the erstwhile housemaid, has risen in life in the new version; but she remains the bewitching heroine, with the funniest husband, to whom she is secretly married. She is able, by posing as her employer's wife, to do him a good turn; but thereby involves him and sundry others in those endless tangles so beloved of musical-comedy writers. The plot, though wonderfully lucid, should be left unrevealed in its entirety, for this play will draw all London by the gaiety of its production. In selecting Mr. Walter Catlett, Messrs. Grossmith and Laurillard have made a happy choice. This comedian is irresistible; his humour is so quaint and quiet, his methods so different from the usual form of drollery, he dances also with skill in short, Mr. Catlett is a great acquisition to the English stage. Miss Dorothy Brunton was a delightful heroine; full of fun and charm, she soon became a favourite. Hero and heroine were ably supported by Mr. Ronald Squire and Mr. Davy Burnaby; and, in minor parts, Miss Daisy Elliston, Miss Gladys Ffolliott, and Miss Sylvia Leslie were all excellent. Mr. Nat D. Ayer's music is bright and captivating; and the book and lyrics—the latter by Mr. Clifford Grey—are witty: so what more can anyone want for a really enjoyable evening?

### "THE GIRL FOR THE BOY" AT THE DUKE OF YORK'S.

Mlle Gina Palerne has made a successful débüt as actor-manager. Not only has she chosen a charming French comedy by Gavault as the foundation of her musical comedy, cleverly adapted by Austen Hurgon and George Arthurs, but she has endowed the part of the "Petite Chocolatière" with grace and charm,



THEIR MEANS OF TRANSPORT: BICYCLES OF RAILWAY-STRIKE OFFICIALS OUTSIDE DURING THE N.U.R. MEETING IN CATHERINE STREET, STRAND.—[Photograph by L.N.A.]



THE ALBERT HALL MEETING ON SEPTEMBER 27: STRIKERS WAITING ADMISSION.  
Photograph by C.N.

and shows herself attractive both as singer and dancer. She has made great progress since her Palace days, and bids fair to rank with the favourites of the musical-comedy stage. As the unwilling yet eventually captured lover, Mr. Andrew Randall made the most of his part, which is essentially French; in the English version he was not so suited to this rôle as in the former performances, where his very French personality did him good service. As the "Chocolate King," Mr. Saint Vallon gave a droll rendering of the part which was pleasing. Among the English members of the cast, Mr. W. S. Percy and Miss Margaret Campbell proved themselves delightful comedians and dancers; Miss Elise Craven also danced herself charmingly through a small part; and, taking the cast altogether, they worked wonderfully in *entente cordiale*. For some really fine numbers, notably the finale of the first scene and the Sandwich Dance, we are indebted to Mr. Howard Carr; but the principal musical success of the evening was the duet sung by Miss Palerne and Mr. Randall entitled "Where there's a Girl there's a Boy," by George Arthurs and R. Penso.

This haunting refrain, although very reminiscent, was quickly taken up by the populace, and one heard nothing else on leaving the theatre—clearly a sign of success. With an amusing evening, though a trifle tame at times, which is very often the case when the lightest of French fare is dished up for English consumption.

Amongst the emergency measures called forth by the great railway strike, the Postmaster-General announced that from Tuesday, Sept. 30, an aeroplane mail service had been set up between London and Bristol, Birmingham, Newcastle, Manchester, and Glasgow. Letters intended for these services should be prepaid at the ordinary inland rate of postage, and, in addition, a special fee of 2s. per ounce for each letter should be prepaid in stamps at the time of posting.

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SKINS AND IS

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FOR  
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USE"

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## NEW NOVELS.

"The Hohenzollerns in America." You do not hold your sides when you are reading satire and the first part of Professor Leacock's "The Hohenzollerns in America" (The Bodley Head) is satire, occasionally grim, and always searching.

dancing spirit of the joke. The other chapters include a review of the fashions in boys' fiction, and the scenario of "The Discovery of America," as the movies might be expected to present it. Both these absurdities are characteristically Leacockian, and we do not suppose any of his innumerable admirers will fail to take the earliest opportunity of enjoying them.

"The Dark Star." It does not pay to be closely critical while reading the latest of Mr. Robert W. Chambers's romances. The thrills and the action are the thing, not scepticism, before the picture of the Grand Fleet leaving Liverpool to take up its war stations, nor amusement at the political knowledge of the captain of the liner *Volkynia*, who knew directly he heard of Sarajevo that it meant a world-war and England's certain intervention. We must admit, though, that the gallant captain blundered in quite a human way when he told Neeland—before August 4, 1914—that Britain was France's Ally. These weaknesses demand a blind eye. That contrived, people who

fiction, and we congratulate Mr. Chambers on its tremendous vitality.

On Sept. 26, 1839, a Royal Charter was granted by Queen Victoria to the Royal Mail Steam Packet Company, which had been formed for the purpose of providing a mail and passenger service between "Great Britain, the West Indies, North and South America, and such other foreign parts as the public service may require." The ships of the Company—for a long time past familiarly known as the R.M.S.P.—have kept up their connection with the West Indies ever since, in addition to serving Peninsular, South American, Moroccan and Eastern Ports. Throughout its long history, the Company has provided steamers which have been of good service in war as well as in peace. In 1854 troops were carried to the Crimea. In 1900 six of the Company's vessels carried troops from



STRANDED: AT WATERLOO STATION DURING THE RAILWAY STRIKE.

Photograph by Photopress.

It provokes the mixed sensation that Mark Twain could conjure up so well—the tweak of delight at a sudden whimsicality and the stab of appreciation at the true humourist's insight into human nature. The only drawback to it is that you may find yourself, at the end, pitying the broken and tormented Kaiser; and this is not the time to raise so tender an emotion over the downfall of William Hohenzollern. The sketch of Ferdinand of Bulgaria in his New York exile is enchanting: Ferdinand, you will realise, had always the making of an excellent man of business, and would naturally take to the clothing line with his friends Mr. Mosenhammer and Mr. Shechan. After the story of the Hohenzollerns comes "The Bolsheviks in Berlin" and "Afternoon Tea with the Sultan," which are equally clever and more unreservedly funny; while no one could read "Echoes of the War," including Mr. Spugg's self-sacrifice for liberty, without entering into the

delight in the adventures of fair and fascinating spies—and what healthy young person does not?—and gallant gentlemen, and girls innocent and beautiful as the day, can settle down to read "The Dark Star" (Appleton) with extreme enjoyment. Thrills! It is a coruscation of thrills, winding up with a brilliant set-piece in the terrific night at the Cafe des Bulgars. It does not flag for a moment. It is a live exposition of American energy in fiction, and we doubt if any other nation could have produced it. Well might Neeland, the hero, say that if a cinema company could have been present to film his escape from the infernal machine in the *Volkynia*'s cabin he might have retired for life on his profits as a star performer. "The Dark Star" is super-



STRANDED: AT LIVERPOOL STREET STATION DURING THE RAILWAY STRIKE.

Photograph by L.N.A.

Southampton to South Africa; whilst, as regards the Great War just terminated, practically the whole of the Company's fleet has been on war service. It is interesting to note that on the eightieth anniversary of the Royal Mail Company's foundation, the first ship to resume the South American Service after the war sailed from Southampton.

*Speeds the razor*

*Lea & Perrins*

KIPLING says:  
"East is East, and West  
is West  
And never the twain shall  
meet,"  
but the produce of the East  
and the genius of the West  
do meet in  
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## MAGISTRATE'S ECZEMA Banished

### Zam-Buk Gave Him A New, Healthy Skin.

FOR years the civic duties of ex-Alderman H. Jarvis, J.P., were undertaken with the greatest difficulty consequent on an obstinate and painful attack of Eczema. Five years ago Zam-Buk banished this disease so effectively that it has never returned.

To a representative of the "Western Independent" Mr. Jarvis, who lives at "Hill Crest," Bickham Park Road, Plymouth, said:—

"I had eczema of such distressing and persistent character I thought I should never get rid of it. It extended over the whole of my shins and most of the fleshy part of my legs. The inflammation and burning irritated me almost beyond endurance. Then the skin broke, leaving unpleasant patches."

"I tried lotions and ointments, but always with disappointing results. At length the disease seemed to have taken such a firm hold on my skin that I looked upon medicinal treatment as useless."

"A near relative then suggested Zam-Buk, so every night I smeared a quantity of Zam-Buk over the affected parts. Each morning my skin did not seem quite so red or angry, and I endured less discomfort in the course of my day's duties. By degrees new healthy skin appeared where the rashes had been, the irritation ceased, and finally there was not a mark of any kind on my chest or limbs. It is five years since Zam-Buk cured me and my skin has kept quite healthy."



# Zam-Buk

Zam-Buk, which is a concentrated form of the most valuable healing, soothing, and antiseptic properties known to medical science, is sold in compact boxes by all Chemists and Drug Stores or from the Zam-Buk Laboratories, Leeds. Also at Capetown, Sydney, Calcutta, Bombay, Toronto, Cairo, Colombo.

## THE CHRONICLE OF THE CAR.

No Higher Protection for British Cars.

On Monday of last week Sir Auckland Geddes received a deputation from the British motor industry which brought the specific request that a duty of 33 1-3 per cent. should be imposed on imported commercial motor vehicles and tractors, which are at present admitted duty free, this duty to remain in force until the end of 1921. The deputation also asked that the number of commercial vehicles imported should be limited, the limits in each class to be determined with due regard to the probable demands on the output of the British industry and to the number of surplus Government vehicles awaiting disposal. The deputation represented that its proposals simply meant fair play for the British industry as against foreign manufacturers, and suggested, incidentally, that the welfare of the community was bound up in these proposals, inasmuch as they meant the revival of the motor industry, which had been declared to be vital to the country.

Sir Auckland Geddes was by no means sympathetic. He reminded the deputation that the motor industry has already a measure of protection such as it had never dreamed of before the war. He also pointed out that private cars imported from America, by the time they reached this market, were, owing to the 33 1-3 duty, the loss on exchange, and the high freight, packing, and insurance charges, already protected to the extent of 88 per cent and commercial vehicles to the extent of 45 per cent *ad valorem*. In the circumstances, the Government felt it was unnecessary and contrary to the interests of the country as a whole to add a higher protection than that which would automatically exist for some time to come.

I shall not presume  
Britain Must Wake Up.

to question the accuracy of the figures

quoted by the President of the Board of Trade, though it certainly seems incredible that the passenger car imported from America can stand a total penalty of 88 per cent.

and yet be sold at a lower—substantially lower—price than that for which British vehicles of similar power and accommodation can be procured. I have said procured,

but in the present state of things I should have said ordered; for I have yet to learn of a British firm which is making anything like normal deliveries, or anything approaching them. It is no part of my task to say where the trouble lies, or what section of the industry or its "key" industries is at fault. But it is very certain that there are grave faults somewhere. It is now nearly a year since the conclusion of hostilities, and one would really have thought that the motor industry had had time to turn round and at least to have been able to see where it stands. So far, there are no real indications that things are approaching normal. Everyone—agents and the would-be owners who placed orders for new cars months ago—is complaining bitterly of the delays in deliveries; and I know, as a matter of fact, that many orders for British cars have been cancelled and the people concerned have bought the American cars which were available immediately. I myself ordered a British car early in the year, which was promised for delivery in June last. Not only have I not had it delivered, but I have no news of when it will come along. I am not attaching any serious importance to the various promises I receive from time to time, and shall believe in the delivery of the car when I get it. Now, if the makers had told me that it was impossible for them to get going in time to let me have that car until next year I should be content. Also, I appreciate the unforeseen difficulties which have arisen since the early part of the year, and which have considerably hampered production. But I do think that firms who estimated that by the end of this year they would have turned out some thousands of cars, and who have actually completed half-a-dozen, must have made certain errors of calculation for which no one can be blamed but themselves. There are firms in the industry which took time to survey the whole position before committing themselves to definite promises. I have one in mind now, the head of which told me as long ago as January that his first

deliveries could not be made until September—and actually the first cars of the mark came through in the second week of last month. It seems to me that if one

(Continued overleaf)



USED ON THE ITALIAN FRONT: SEARCHLIGHTS ON A SLEIGH.  
Owing to the special nature of the Italian front, it was necessary to employ powerful searchlights which could be used on a sleigh. One of these, built by the Fiat Company, is shown in the illustration.



BUT NOT TURNED OUT TO GRASS: A VAUXHALL IN A PICTURESQUE PASTORAL SETTING.

## "The Stratagem"

—Granny knows how to "mind" the Terrible Twins.

At all times when pacification is desirable, friction is imminent, amusement is lacking—and, in fact, whenever it's possible to do so—bring out the Family Tin of Mackintosh's.



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Take about one tin; a 4-lb. Family Tin for preference, so that the two may share this same delight.

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Four out of every five American manufactured internal combustion engines for motor-cars, motorcycles, motor-boats, tractors, lorries, aeroplanes or stationary engines, are equipped at the factory with Champion Dependable Spark Plugs, because—American manufacturers have learned that Champion Spark Plugs are dependable.

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**ECONOMY** ... Running cost should be reduced to a minimum. This can only be secured by skilled attention to detail before the Car leaves the factory. No item in the Sizaire-Berwick has been considered by its makers as trivial.

**DURABILITY** ... The cost of a Car should represent an expenditure that is an investment. The Sizaire-Berwick is a gilt-edge security.

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*[Continued.]* concern can thus accurately forecast its programme, there is very little excuse for those who have been so hopelessly out. Some margin of error is allowable, but one amounting to eight or nine months can scarcely be justified, and I know that many will be out to at least that extent. One is rather inclined at the moment to agree with the President of the Board of Trade that what the industry in general requires is not so much further policy of protection, but a sterner application to the work of getting back to a basis of normal production. People want cars, and, if the British industry cannot or will not supply them at something like reasonable prices, then they will purchase the first thing, American or otherwise, which comes into the market.

"The Dunlop Book."

A splendid addition to the motoring library has just been issued by the Dunlop Tyre Company. It is a comprehensive guide to touring in the British Isles, and has been compiled in a manner which is unique. There is a series of sectional maps, with numerous town plans, beautifully printed, and clear enough for the most exacting reader of maps. Then there are articles by well-known authorities on architectural features, on the camera as an adjunct to motoring, on golf and golf courses, and on the angling districts of the country. Also there is a really fine index to all the information conveyed by the book, whereby one can instantly get at the precise item of knowledge desired at the moment.

Printed on India paper and bound in soft leather, the "Dunlop Book" is priced at two guineas, and will undoubtedly have a great sale. If there is a single fault to be found, it is that the book is really too

well produced. Personally, I should be very loth to risk damaging my own copy by taking it away in the car. I intend to keep it at home, and to compile all my journeys by its aid, for which purpose it is *facile princeps*, and to work the actual tour with maps and so forth of coarser fibre.

The many branch offices of the Automobile Association and Motor Union are often able to render valuable assistance to motorists in connection with replacements in cases of breakdown. One motorist, whilst touring in North Devon, had a breakdown which necessitated a new gear selecting pinion before the machine could be put on the road again, and the member therefore appealed to the Midland A.A. Office to assist him. This office immediately got in touch with the makers of the member's machine, and arranged for a spare part to be sent direct to the member within four hours of the receipt of his letter. The member in his reply states: "I received the gear selecting pinion by this morning's post, and I must thank you for your prompt and kind attention. I am quite sure I could not have had the pinion under about a month if I had written myself."

The Rotax Accessories Company, Fermans, Ltd., Lyon and Wrench, Ltd., Lowe and Brydone, Ltd., and the Westminster Engineering Company held their amalgamated sports at the Paddington Recreation Ground on the 13th inst. The Rotax Company easily carried off the honours of the meeting, winning seven firsts, three seconds, and four thirds in twenty-one events. A challenge cup presented by the directors of the firms concerned was won by W. Bentlett, of Rotax, he scoring the greatest number of individual points. W. W.

## "BIRDS AND THE WAR."

THE war has provided the diligent student of news-papers with great opportunities for effective compilation, and Mr. H. S. Gladstone has turned an opportunity to very good account in preparing "Birds and the War" (Skeffington). It is clear that he is a bird-lover—one of the sensible minority that believes in a place for every species in the great scheme of things, and is more than suspicious of all hasty conclusions and panic legislation that are hostile to bird life. The service rendered by pigeons and canaries to belligerents is the first of Mr. Gladstone's themes. Then he considers the services of insectivorous birds, the changing public attitude towards them, and the question of birds and their eggs as food in times of shortage. Of the way birds suffered from all belligerents he has much to tell us: perhaps the story of scoters, guillemots, razorbills, and puffins destroyed by contact with oil from sunken oil-ships and submarines makes the most painful reading. As a rule, birds seem to have pursued the even tenor of their way in the war zone as though nothing untoward were happening. Through the vast chaos of strife they sang and mated, built their nests, and reared their young; they must have appeared to many thoughtful men on both sides like the only sane things living in a world gone mad. When the Austrians invaded Venetia they deliberately destroyed all the *roccos*—the decoys in which the omnivorous Italian bird-catchers and "sportsmen" take countless thousands of insect-eating migrants on their way to Africa. Austrians cut down the groves of hornbeam, freed the decoy birds, and razed the towers to the ground. They did this work to injure Italy, not to help bird-life; but one cannot avoid the hope that many years must pass before these *roccos* can be rebuilt.

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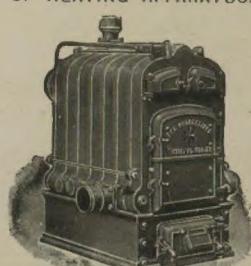
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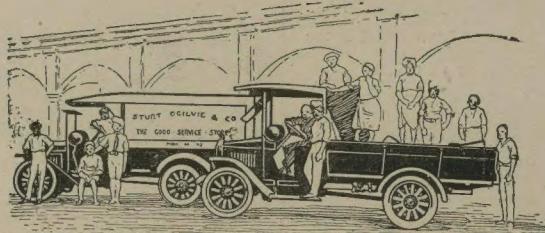
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